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- 100/04	25X	T	ne (187), ut la 1880 de 1880 de activo en 1900 de activo andre en 12 maior estadores (18 indicadores such	(WANTESSETTE ALESTA, SECON STRUCTURA, SERVICE AND	es entre ejina en resultan en resultante entre al anticologia (entre la composição e Administrativo en Proposição e Administrativo en Proposição e Administrativo en Proposição e Administrativo en Proposição e Administrativo e Proposição e Propo	Street bear
	25X1	25X1		W.		
	. 1.	on 21 May	1952, 19 type-29 ar	nd MiG-15 aircraft,	1 Yak-11 and 2 U-2:	3 .
	25X1		were s	nere was no flying.	on 26 May, 20	25X1
25X 25X	1	one Yak	-11 practiced instru	nd 1 U-2 were counte ment approaches. Th	e cloud ceiling	25X1
25X	1	was rather low.	ter 12 and 15 minute	5s took off, disappes respectively. Oth	eared in the clouds erwise, there was	3
		no flying by MiG-15	5.		4	
	2.	Thile previously on field and the MiG-1	ly the aircraft of t as parked in front of	he alert flight wer	e observed at the	
		paulins, nine MiC-1	is not covered with	tarpaulins were con	tinuously seen in	
		the field. Similarly left the landing fie	7. while previously	the tank trucks and	other vehicles	
		Large sedan were com	ntinucusly seen near	the nine MiG-15s m	entioned above afte	r
	25X1	26 Day. It appeared flight were kept res	that aircrait other ady for immediate em	than those assigned ployment.	d to the lert	
		On 27 May, 16 MiG-1	s and type-29 plane	s, 1 Yak-11 and 4 U	-2s were observed	•
25X 25X		at the field.	, two gr	ll and one U-2 made coups of two NiG-15s	each racticed	
	25X1	formation flying and dings.			In the	
25X	1	afternoon of 20 May. Visibility was rathe	, 15 MiG <u>-15s and two</u> er poor.		served at the field off and disappeared	
		in the clouds. Other	wise, no flying was	observed on this da	ay.	
		On 22 May, four rail	road tank cars arri	ved at the field. On	a 27 May, three	
	25X1	railroad tank cars w	on 26 May, there was	no change in the s	tatus of the radio	!
	25X1	installation near lippreviously reported	etwerde. No antenna were arain seen in	was observed. The a	aircraft crates	
	25X1			<u> </u>		
	్ర 25X1	On 6 June 1952, sisting of several	generals had inspect		mission con- 30 May, one day	
	20/(1	sooner than expected	1.	25X1		
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- 2 -

Wich practiced formation flying. Mic-15s made 30-minute flights. There was a 5/10 overcast. In June, six Mic-15s which were not covered with tarpaulins, were observed at the eastern end of the runway, 1h Mic-15s near the hangars, and h single engine planes near the flight control station. June, three V-2s practiced formation flying, while another V-2 flew individually. The three V-2s landed in a row, about 100 meters apart. six Mic-15s not covered with tarpaulins were observed at the eastern end of			
Wich-is nade 30-minute flights. There was a \$/40 overcast. 15 June, six Mic-lis which were not covered with tarpaulins, were observed at the eastern and of the runway, is Mic-lis used the harden, and is single engine planes mean the flight control station. June, three W-2s practiced formation flying, while another U-2 flew individually, the three B-2s larded in a rew, about 100 meters sport. At 25X1 25X1 25X1 25X1 The three b-2s larded in a rew, about 100 meters sport. Six Mic-lis not covered with tarpaulins were observed at the assern and of the number of them not covered with tarpaulins, were seen near the hargars. The arrangement of the parked planes was being changed. Your single-engine, high-parked near the flight control station. 25X1 25X1 7. The telephone line, work on which was reported previously, had been extended beyond the Abruppin-Trangen Mighway. It crossed the highway 250 to 300 meters south of the read fork near locumeble, running enat along a depression into a streight narrow clearing in Mirchesholde Meath. 25X1 5X1	6.	en 12 June, there was flying by four U-2s, three of	
at the estern end of the running, the Michael such that any and he simple engine clames near the flight control station. June, three W-2s practiced formation flying, while another W-2 flew individually. The three W-2s landed in a rew, about 100 meters sport. Sim Michael not envered with targauling were observed at the rathern end of the running. The of them to fitted were observed at the rathern end of the not covered with targauling were observed at the rathern end of the not covered with targauling, were seen near the hangars. The arrangement of the parked planes was being changed. Four single-engine planes was noting changed. Four single-engine, high-end to the parked planes was being changed. Four single-engine, high-end to the parked planes was being changed. Four single-engine, high-end to the parked planes was parked near the flight control station. Plying by Michael became 25X1 7. The telephone line, work on which was reported previously, had been extended beyond the iltrugrim-Trangen Mighway. It crossed the highway 250 to 300 naters south of the read fork near Louenchle, running enet along a depression into a straight narrow clearing in Eirchenheide Heath. 25X1 25X1 Dements.			
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